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Records of the Fisheries Branch/Archives de la Direction des pêches

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J.W.W.

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3031 22nd November 1905.

Sir,-

I have your letter of the 13th instant, addressed to Commander Spain, with regard to the laying up of the steamer " Falcon" ,my recent telegrams and letter will advise you as to the decision of the Department to continue her in active service during the winter months under the charge of Inspector Taylor.

I have enquired as to the policy of the Department regarding the payment of medical attendance such as described in the case of the Cook Thomas Dodge, and I am informed that it is not such a case as the Department could assume, and that no provision is made therefor,

There has been isolated cases where men have been unfortunate enough to have been injured in the service of the Department, where the cost of medical attendance has been assumed, but this could not apply to ordinary illness.

I am Sir,

Your obedient servant.

R N Venning

Assistant Commissioner of Fisheries.

Mr J.T.Williams
Inspector of Fisheries.

Vancouver B.C.

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Ministère de la Marine et des Pêcheries

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DOMINION FISHERIES.

Inspector's Office,

VANCOUVER
PORT ESSINGTON, B.C.,

December 6th 1905

No action
RMW 13 Dec 1905

Commander O. G. V. Spain R.N.
Commanding Marine Service of Canada

OTTAWA.

FILE No 3031
FISHERIES
DEC 13 1905
CORRESPONDENCE
LETTER No. 27968

Sir:-

I have the honour to submit my annual report on the work and operations of the Cruiser "FALCON", for the past season of 1905, in District No 2 Northern British Columbia.

I am again pleased to be able to report on the satisfactory work of this vessel, we have placed a check on the illegal fishing that was so flagrantly carried on last season, the salutary lessons we inflicted on those who were infringing the Fishery Regulations, resulted in considerably decreasing the seizures made by this Cruiser.

The barricading on the streams contiguous to the Inlets and Bays on the salt water, has almost entirely ceased, and the Fishery Regulations generally have been respected and observed by the fishermen.

Consequently there have been no important seizures made, like last season, and I have nothing of special interest to report.

I may however say that the "FALCON" has too large an area of water to cover to give entire satisfaction

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As I mentioned in my last seasons report, we have I,500 miles of coast line to patrol, and the speed of this vessel is not sufficient, being only 8½ miles an hour, to cover this immense distance.
This season five or six new Canneries are being erected and will be in operation, consequently there will be more competition among the Cannerymen and fishermen, to catch the salmon, prices will probably be higher and inducements to fish illegally will be greater, and as the population of the District is increasing each year, so of necessity will the fishing industry increase, and it will be necessary for the Department in the near future to have a faster cruiser in my District.
The vessel was hauled on the ways in August last for the annual cleaning and painting of her hull, which was found in excellent condition, a few minor repairs were made and the vessel then proceeded with her work.
Should you require a more detailed report of the vessels work I shall be pleased to furnish you with same.

I am Sir
Your obedient servant

John P. Williams

Inspector of Fisheries,

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries
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DOMINION FISHERIES.

Inspector's Office,

PORT ESSINGTON, B.C.,

November 24th 1905 190

John T Williams Esq
Inspector of Fisheries
PORT ESSINGTON B.C.

Sir:-

I have the honour to submit the following report on my work and observations on the various rivers tributaries and lakes in the upper Skeena District committed to my charge during the past season, The object of my appointment was to enforce the Fisheries Regulations and if possible to deter the Indians from using barricades across the various streams which have in the past prevented the salmon from reaching their natural spawning grounds, with the effect of diminishing the school of fish and the great industry and benefit derived therefrom. In my appointment the Department warned me to use caution and discretion, this I have paid strict attention to, I have given the Indians every privilege possible, without allowing them to use barricades. Having destroyed the great barricades at the head of Babine river, last year, I knew that the Babines would be sadly in want of nets, wherewith to catch their winters supply of fish, so before leaving for the upper country, I went to the cannerymen who

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kindly gave me a quantity of sockeye nets,new lines, twine etc,which I took with me and distributed among the Babines,giving some to the Hugglegate tribe,and showing them how to use it.

With regard to new web for the Babine tribe next spring, I beg to refer you to my letter of October I9th I905, I also made it my business to see that all ,as nearly as possible,caught their winters supply of salmon,and on my second visit to Babine,in September I took a strict account of the fish,caught on every stream around the lake,and found no less than 40,000 dried sockeye salmon in their possiession,or more that 600 to a family, and the spring salmon were still running well,they also hoped to get a quantity of cohoes and steel heads later on. Besides the above supply,I may mention other food facilities at hand,the Babine lake abounds in various kinds of excellent trout and white fish,which can be h had with little exertion,they told me they could go to various other lakes,in winter load up the sleighs with white fish,and return in a short time.

Their country is possessed of large and small game,and fur bearing animals,for which they reap a fair harvest every year,and I should call it a most hospitable lacality,and it seems impossible with such excellent food supplies around them that people should starve.

I regret to say however that the Horrice town Indians are not as well off,because they have for many years in the past,barricaded the falls in the Bulkley River opposite that place,till the great Bulkley nearly 200

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miles long with all its tributaries and lakes,is almost completely fished out.
At the later end of the sockeye season when I expected to find 20,000 or 30,000,I found only 2250,dried salmon in the whole village, though the Indians had been fishing dilligently the whole time,I have already recommended assistance to the old and helpless of this tribe in my letter of the I9th October I905,previously referred to,all the remainder of the Indians in the different localities have caught their winter supply in a legal manner and appear to be contented.
I may hear mention that I was taken to task by the Morrice town and Babine Indians on a matter which I could not rightly defend,on my second visit to the above places the Indians asked me if I was going over to take the barricades out that were put in at Fraser and Stuart lakes,I old them it was not my District,that those places were situated on the watershed of the Fraser river,the Indians then became greatly excited,and wanted to know how it came about that people overthere,were allowed to use barricades and not them,asking me if it was fair they also said that some of those Indians had called t them cowards to be so much afraid of the Government etc, I saw at once the great inconsistancy in this,but had I owned to the truth,to use a vulgar phrase the "gig" would have been up,so I said I had no doubt,but Officials would be appointed there,in the near future,that the Government lived thousands of miles away and could not attend to everything at once,but imagine my feelings

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being in a manner compelled to stifle the truth, I trust that I will never be placed in such a embarrasing position again, for above all things one must deal with the Indians justly and truthfully.

Here I may stste that formerly nearly every stream was barricaded year by year and hundreds of thousands of salmon were taken by the Indians before they had spawned, but this season I am happy to say that the new system of not using barricades has been carried out almost to the letter and vast quantities of salmon, and millions of spawn has been saved which will I am sure be of incalculable value to the salmon industry of the Skeena.

In the many meetings of the Indians which I was called to attend, I might say that I have been sorely tried, and often had to be firm, but have always left them on friendly terms, and I think they will be good Indians, so long as they are well watched.

Estimates
1. $2388.10
2. - 328.90
3. 2169.86
4886.86
See sketch

Situation on Tatche, Perre, and Fifteen mile river, which can be taken as one, being similar in character, running into Babine lake from the west, a vast quantity of sockeyes could be seen in each, on account of the barricades not being in use this year, but the same unfortunate conditions could be seen on all viz; that the spawning area being entirely too limited, the salmon become frantic, being greatly over crowded and would attack each other open mouthed, in a most ferocious manner, biting and hanging to each other with the tenacity of bulldogs, literally tearing each other to pieces, and often after a combat one of the contestants could be seen floating down stream belly up.

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Each of these rivers is obstructed by rock falls which prevent the salmon,from reaching lakes situated on each. The salmon had gathered in thousands at the falls,and were continually leaping,and in all dircetions,as there was only two feet of broken water,and too many fish in the way to get a good leap,so many jumped headlong a against the precipice,and were killed,and in a little while several,I noticed,came out from the foot of the falls belly up,and floated down in full charge of the current,it was a pitiful sight to see so many fish,being destroyed in a vain attempt to get over the falls; Spawning grounds on each of the foregoing rivers. Tatche is only four miles long,salmon reach within a quarter of a mile of a lake fifteen miles long,where two perpendicular rock falls are situated,seven and twenty four feet high respectively; It has two and one quarter miles of spawning grounds,Perre, one,and fifteen mile river only a quarter of a mile,where fish may spawn. The salmon begin to spawn about the middle of August and finish about the middle of October;We have now seen that the salmon perish at the falls and on the spawning grounds,but I regret that it is my duty to describe a far worse calamity than the two preceeding ones,we are aware that every female salmon,digs a cavity in the g ground in which to deposit her spawn,consequently the small bits of spawning ground on the above named rivers are constantly moved and removed for the space of two

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months, consequently the spawn is disturbed from the beginning to the end of season, so that there can be no doubt but that the greater portion of the immense quantity deposited, is destroyed, and the above no doubt accounts for what the Indians told me, that the white fish come up from the lake in winter when they catch them in great numbers by cutting holes in the ice, and at that time the bottom of the river is covered with dead sockeye spawn.

But allow me to review the existing conditions ; I am told there will be four additional canneries on the Skeena next season, that means about one thousand nets, 200 fathoms long, this will comb the river day and night except during the closed season, and if the fish run there will be tons and tons of spawn destroyed at the Canneries, then the Indians all along the Skeena as well as any other river and tributaries, in the vast interior are preying on the salmon and every fish almost without an exception is destroyed before it could spawn.

In the foregoing I have pointed out that the salmon destroy themselves on the apawning grounds, that the spawn perishes on said grounds by being constantly disturbed, and lastly that the salmon destroys itself at the falls which is alone accountable for the whole unfortunate conditions.

Considering the above sad facts it seems almost impossible that the school of salmon can hold out and continue under such circumstances, therefore allow me to suggest that you cannot too strongly recommend the removal of the obstructions, while there is still enough left to stock the upper reaches of those rivers and retrieve the conditions upon them, for it should be remembered

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that every river cleared so that the fish can get up becomes a natural hatchery in the future without expense.

HATCHERY SITE.

Extract

As I was instructed to look out a suitable hatchery site I beg to state that I have no hesitation in receommending Tatcha or Fifteen mile river, a great quantity of sockeye was seen in each, they could be trapped easily, there is an ample quantity of fine building timber on either, but the water facilities differ materially viz: on Tatche the hatchery would have to be built one mile and a half from the lake, and still have a flume about one mile long.

On Fifteen mile river, a building could be placed about 300 yards from lake, and have a flume only that distance long, the last named river is 85 miles from Babine village, while Tatche is only 40 miles.

A steam launch would be indispensible in order to insure quick communications, with the foot of the lake and outside world, and in off years if such there be the spawn could be brought from three other rivers, which could be utilized, in fact either of these would form the best site for a large and successful Hatchery, I know of in B C, and Babine is too well known to be the source of the Skeena River, to need any further comment.

With reference to sketch plans attached (for which I am indebted to Guardian Wells), I beg to state that my estimates are based largely on Indian labour, as they are on the ground and will work for others though they will scarcely do anything for themselves, and if the Department should see fit to spend money there, it would

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be a great incentive to them to forego their fishing on the spawning grounds of those rivers, they could also appropriate all the fish spawned by the Hatchery people.

In conclusion I beg to state I find it difficult to enforce the Fishery Regulations with the help at hand, the distances being so great and the trails in a bad condition, also I find transportation, provision, etc very costly.

All of which is respectively submitted.

I am Sir

Your obedient servant

H. Helgesen.

Fishery Overseer.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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DOMINION FISHERIES.

Inspector's Office,
VANCOUVER
PORT ESSINGTON, B.C.,

January 5th 1906 190

FILE No 3031
FISHERIES
JAN 15 1906
CORRESPONDENCE
LETTER No. 28390

Sir:-

I herewith beg to enclose Overseer Helgesen's report on his work and observations in the Upper Skeena District for the season of 1905.

I may say before making any comments on this report that I was requested by the Member for the District Mr William Sloan, to forward same to the Department as soon as possible.

I am sure the Department will feel gratified at the satisfactory results derived from this seasons work in the Upper Skeena, more especially as all open rupture with the Indians has been happily avoided, and I do not anticipate in the future any organised attempts on their part to infringe the Fisheries Regulations, so long as Officers are stationed at the different points, as has been done this season.

I may draw your attention to what I consider the most important portion of this report, viz the removal of the obstructions on the different creeks and the constructions of Fish passes and Fish ways as suggested.

This I consider of the utmost importance to the future of the Skeena River, more especially as the canning industry is rapidly increasing and each successive season sees the erection and operation of large new canneries.

The estimates in connection with the removal of

Thinnalter has been dealt with on the obstruction file RMW 12 Feb 1906

Removal of Obstructions

Pierre Creek $ 328.90
Fifteen Mile R. 2169.86
Tatcha Rio. 2388.10
$ 4,886.86

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these obstructions I have attached to the sketch plans, so that the Department can more easily understand and follow the different situations.

Extract for other file

With regard to the erection of a Hatchery, this also I consider of importance, and strongly recommend one of the Creeks mentioned in the report, on Babine Lake, as a desirable site, my reasons for recommending Babine are as follows:-

The sockeye are far superior both in size and quality in these waters than any other on the Skeena River, in all the other streams they are smaller and an inferior fish, then again at Babine there is no possibility of running short of eggs for the Hatchery, as there are many creeks to draw from; Then again the Hudson Bay Company have a post on the Lake, which could be reached nine months out of the year; There are not sufficient sockeye and sockeye streams I consider to warrant the erection of a Hatchery at any other point on the Skeena or tributaries.

With regard to the building, this should be built of logs, as it is impossible to get lumber into this country, The Indians will cut all timbers and whipsaw all lumber and split shakes for the roof, this should be done in winter time, ready for the spring, when the river boat going up in April can take in all iron supplies etc.

Trusting the Department will see their way clear to take some steps in this connection in the near future;

I am Sir

Your obedient servant

John. P. Williams

Inspector of Fisheries.

Professor E. E. Prince

Dominion Commissioner of Fisheries.

OTTAWA

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Inspector's Office,

VANCOUVER
~~PORT ESSINGTON~~, B.C.,

March 24th 1906 190

FILE No. 3031
FISHERIES
MAR 30 1906
CORRESPONDENCE
LETTER No. 29347

Sir:-

I may inform you that I shall be leaving here on Monday the 9th of April next, for the North on the Cruiser "FALCON", on a tour of inspection throughout my District, issuing licenses etc etc.

I expect to reach Port Essington the beginning of May; I shall therefore be out of reach of the Department for at least three weeks, and any communication of importance should be mailed or wired me here, in sufficient time to catch me before the 9th of April aforesaid.

Letters and telegrams after that date should be addressed to Port Essington B.C.

Mr Matson to note.
R.N.V.
Copy of J.H.W.

I am Sir
Your obedient servant

John T. Williams

Inspectorof Fisheries.

R. N. Venning Esq
Assistant Commissioner of Fisheries.
OTTAWA

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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Ans 3031
5. 10. 06

MARINE & FISHERIES
CANADA

FILE No 3031
FISHERIES
OCT 3 1906
CORRESPONDENCE
LETTER No 31874

Office of the Inspector of Fisheries.

PORT ESSINGTON B.C. Sept 22nd 1906

Sir:-

I may infrom you that the "FALCON" will go out of of commission, about the 6th of October 1906 and will be laid up as usual at Morrison & Watson's Slip in Vancouver B.C.

Says yes 69

I have informed the Crew that their services will not be required after that date.

Kindly inform me if the Captain is to be retained on half pay, as was the case in 1904.

I am Sir
Your obedient servant

John T. Williams

Inspector of Fisheries

Commander O. G. V. Spain R.N.
Marine service of Canada
OTTAWA.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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3031

5th October, 1906.

Sir,

In reference to your report of the 22nd September, about placing the "FALCON" out of commission, I have to inform you that the master of this boat is to be retained on half pay, as heretofore.

I am, Sir,
Your obedient servant,

O G V Spain

Commanding Marine Service of Canada.

John T. Williams, Esq.,
Inspector of Fisheries,
Port Essington, B. C.

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MARINE & FISHERIES
CANADA

Office of the Inspector of Fisheries.

Essington B.C. October 19th 1906.

Mr Bellveau
RMW
27 Feby 07

Will this be printed with Williams' annual report?
AAB

John T Williams Esq
Inspector of Fisheries.

FILE No 3031
FISHERIES
FEB 25 1907
CORRESPONDENCE
LETTER No. 33645

not printed in full

Sir:-

I have the honour to submit the following report, of my work and observations on the Upper Skeena and its tributaries commited to my charge during the past season.

File
AAB

Having as usual been engaged at Essington during the early part of the season, I left for Hazelton on the 15th June in company with three Guardians to assume my duties in the Interior, and reached Hazelton on the 18th, I then placed the Guardians on their beats, and divided a quantity of sockeye nets which I received from the Cannerymen, free of charge, amongst the Indians on the Bulkley, and around Hazelton.

At a meeting with the Babine Indians in the Fall of 1905, it was agreed that I should interceed with the Department to get new nets for them wherewith they would catch their winter food, this year, stating they would be highly pleased if nets were forth coming for their use in 1906, and the Department

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kindly granted the request and authorized me to procure it, and I accordingly bought 6000 feet the requisite quantity of excellent sockeye web, all the way to Babine I reached the above place in company with Mr R. E. Loring Indian Agent the 2nd July. We made ready to distribute the nets but soon found that all was not right, the Indians had changed their mind and rejected the nets in a scornfull manner, and though many of them would gladly have accepted the nets, but dare not do so as the leaders had forbid it, I saw there was an under current and some of them said they contemplated putting in barricades; On July 3rd we had a meeting with the Indians wherein Mr Loring and myself indeavoured in every way to get them to use nets instead of barricading, we set before them the evil effect of killing every fish, at the Dam and the consequence of violating the law; Mr Loring promised that if some of them should be short of food, by using nets that the Government would surely assist them, but all to no purpose they would not accept the nets, nor would they promise not to barricade. I gathered from some that they had been advised not to accept the nets, and to put in their barricades. and that their advisers would see them through, with it as far as the Government was concerned, and seeing no friendly advise was of any avail we came away.

August 15th. Had word that Donkan Pocat and Halweis had received their nets on the 10th of August, and taken them home, up the Lake, as soon as Mishell, Old Fort Chief heard of it he sent three men in a canoe, under one Moyoye, leader, who entered Dunkan's house and took forcible possession of the nets.

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I sent out summons the same day for them to appear at Hazelton and be dealt with.

August I7th. Guardians reported barricades about finished in spite of all remonstrance and applied for warrants for six of the ring leaders.

August 20th. Sent warrants with Guardian Norrie and special Constable Rosenthall to apprehend the leaders. The following account of the fierce fracas that took place when the attempt was made to arrest the leaders and remove the barricades ,I have gathered from Guardians , Constables, and their depositions sworn to. Our force consisted of Guardian Wells,in charge, Stewart Norrie,Constable Rosenthall,Brisco, Spencer,and two Indians from the Seecanees tribe.

August 22nd .When our men prepared to leave the Village and go seven miles below to where the Barricade was, Chief George shook hands with the men,and in his loud voice said,"Good bye Good bye " and some of the women sang in their most musical strain,this was afterwards interpreted to signify the last farewell and the song of death,some of the Natives strongly advised the men not to go down saying they would never come back,but they paid no heed to this,and started off ,so did the Chief and other Indians and women,who arrived at the Barricade before our men,as they landed some distance above and walked down,as threats had been made to smash their canoe,should they take it down.

When the Guardians reached the barrier they found a desparate situation; The scene would have daunted many unarmed as they were,in face of an infurated mob,with their sleeves rolled up,their fierce passions aroused

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shaking with excitement; The men could see at a glanc that the natives were detirmined to go to any extremety, Wells here exibited great tact, he being followed by the rest walked boldly into their midst and succeeded in getting a parley with them which allayed their fury, for a moment, he then told them he wanted some of them for violating the Fisheries Act, and proceeded to read the warrants and arrest them in the name of the King, but he had a fearful time, all of them resisted arrest, some struck him while others aimed blows at him, and all of them were quickly rescued by tribesmen, the Chief shouted that they would resist to the last man, and that if one were taken the whole tribe must be taken; Our men received blows from Clubs and were jostled about in a fearful manner, and seeing that further efforts to arrest the offenders was futile, they succeeded in extricating themselves from the mob and went up to their canoe, and camped, while the Indians were jubilant over their victory making noise and firing volleys at intervals, the whole night, late that night they sent up to buy more ammunition but were refused.

August 23rd. The men repaired to the place of action again being detirmined to remove the Barricade if possible, but they found the Indians well organized the men drawn up in line on the river bank, there women armed with clubs were drawb up in a semicircle, close to the Bank and some Indians behind them, amid the tumult the Chief could be heard saying, if any one touch the dam it will be at his peril, and that it was not to be removed; The Officers tried to persuade them to pull down the barricade telling them it would greatly mitigate their offence but they would not listen to reason. Wells then made an attempt to destroy the Barrier placing Norrie and Rosentahll to guard the East bank, no

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sooner had Norrie stepped close to the Barricade than he was dragged back by the Squaws, Wells went to his rescue and the two received blows from the clubs right and left, they then endeavoured to drown them but failed in the attempt; At the time the noise and turmoil was fearful the Guardians being almost pulled tp pieces, they could see that had they pushed the women aside or used them roughly it would have been the signal for the men to attack, and Norrie saw the Chief had all he could do to keep the Indians from attacking the Officers. who could see that had they persisted any longer, worse things would have happened, and so they elbowed their way out of the excitd mob. Wells had his coat alb torn and was otherwise bruised , Norrie had a blow on the back that disabled him for two weeks, the Officers allowed that the humiliation and indignities heaped upon them were beyond description.

Sept 4th . The Indian Agent and myself left Hazelton for Babine with the hope of arranging the matter, with out further trouble and expense .

Sept 7th. reached Babine. 8th. Had a meeting with the Indians and tried to persuade them in the best way we knew to send the prisoners out and remove the Barricade. Mr Loring again promised them assistance should they need it, but they advanced foolish talk their faces full of irony, and refused to comply.

We set the question before them in every way explained every point, social ,moral, and logical, which also had often been done in the past, by Wells and myself, so that they throughly understood, the law upon the subject, and and the consequences of its violation.

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The protracted meeting at last came to an end, with the understanding that they should decide in the evening, in the evening their decision was to be heard in the morning, when two Indians told us they would not remove the Barricades, nor would they obey the warrants; Going through the village on our way home we called out the Chief, and asked him to give us a plain Yes or No he said NO, but if Father Cocola on his visit to the village later on told them to send the prisoners over to Hazelton they would do so,

Sept 25th. The Chief of Babine came to Hazelton.

" 26th. Babine prisoners came and were put in Hazelton Jail.

Sept 28th . Babine prisoners arraigned in Court. the Bench being occupied by Mr Hicks Beach S. M. Mr Stevenson, and H. Helgesen J. P. I need not state the fine, as the Department are aware of it ere this.

Oct 7th . Babine prisoners were taken on board the steamer for New Westminster,

The Barricade was fishing from the I8th of August to the I6th or I7th of September . It had more than one bad effect, although they that leagued together, in the barrier caught abundance of salmon they would not give any to those who would not join them, consequently they have no winter supply, as they caught only a few of the first run, that went up the lake, before the Barricade was constructed, it also prevented the larger portion of the fish from reaching their spawning grounds, and I regret to say it destroyed the Tatche school of fish. In the latter part of the season I instructed the Guardian to go around the lake , and take particular notice of quantity of fish in each stream. And he

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reports that with the exception of Tatche every stream had a fair quantity of fish, though much less than last year, But on Tatche the largest river with 4 miles of spawning ground, in his judgment only 10 salmon were seen, for every thousand last year, and I here beg to state that there is no doubt in my mind that the Tatche school of salmon came later and thus perished at the barricades.

The Indians of Kitwancool also gave me some trouble, I had to make an example of the Chief, they were saucy and impudent, and talked of driving the Whites out of the Country, but I am happy to report thatin every other locality the law and Regulations were well observed.

Babine river received the biggest share of the small run of salmon on the Skeena, which proves what I said in last years report that Babine was the main source of the Skeena salmon.

The Indians along the Skeena did not get a sufficient quantity of salmon for their winter supply this year, and they didnot fish dilligently either, as their patch of cultivated land yeilded such an abundance of potatoes and other vegetables that they said they would not be able to sell the surplus.

Splendid potatoes and other roots and garden vegetables of an excellent quality and size were seen at BABINE.

I also beg to draw your attention to the fact that the Babine Indians last year caught an ample supply of salmon with their nets, without barricading as we counted 40.000 dried salmon the latter end of September and at that time the spring salmon were running well and they said they would get steelheads and Cohoes later on, in fact they sold salmon on several occasions, in contravention of the Fisheries Act,

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The Indians were then a law abiding Happy and contented they would listen to good advice and it was a pleasure to be amongst them, but after being ill advised they have this year exhibited afearful contrast for the worse which is shown by the above.
All of which is respectfully submitted.

I am Sir
Your obedient servant

H. Helgesen
Fishery Overseer.

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MARINE & FISHERIES
CANADA

FILE No. 3031
FISHERIES
MAR 25 1907
CORRESPONDENCE
LETTER No. 34049

Office of the Inspector of Fisheries.

Vancouver B.C. March 19th 1907

Pro Amos
Tell him to purchase the second hand one.
O.G.S.

Sir:-

I may inform you that Captain Copp of the C.G. S. "FALCON", has applied to me for a patent Log, he says that it is important to have one while running during foggy weather at half speed:-
I may say that I can purchase a good second hand one for $10.00, or a new one for $25.00, shall be pleased to hear from you in this connection, at an early date.

Done.
26:3:07. F.H.

I am Sir
Your obedient servant

John T. Williams

Inspector of Fisheries.

Commander O. G. V. Spain R.N.
Marine Service of Canada
OTTAWA.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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F.H.

3031.

26th March, 1907.

Sir/-

In accordance with the suggestion contained in your letter of the 19th instant, you may purchase a good second-hand patent log for the C. G. S. "FALCON; at a cost of ten dollars.

I am,

Sir,

Your obedient servant,

(SGD) D.G.V.SPAIN.
Commander Marine Service.

Inspector Williams,
VANCOUVER, B. C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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MARINE & FISHERIES
CANADA

FILE No. 3031
FISHERIES
APR 29 1907
CORRESPONDENCE
LETTER No. 34380

Office of the Inspector of Fisheries.

Vancouver B.C. April 22nd 1907.

Sir:-

I may inform you that I shall leave Vancouver for a visit of inspection to the different portions of my District on Saturday the 27th instant on the C. G. S. "FALCON"; I shall be out of touch with the Department until the end of May; Please address all letters and telegrams in future to me at Port Essington B.C.

Noted W.A.D. apl. 30/07

I am Sir
Your obedient servant

John T. Williams
Inspector of Fisheries.

R. N. Venning Esq
Assistant Commissioner of Fisheries.
OTTAWA.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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DAWSON & BUTTIMER
AGENTS
VANCOUVER, B. C.

P. O. DRAWER 1217

HEAD OFFICE:
660 GRANVILLE STREET
VANCOUVER, B. C.

KILDALA PACKING CO., LIMITED

SALMON PACKERS

79

Manitou Cannery,
Aug 7th 1907

Mr J T Williams,

Dear Sir,

Just a few lines on the subject of Fish. You and I use to talk over the Salmon question at Rivers Inlet years ago. I would still further like to have a talk with you over the Salmon question at Skimoquit. it is a matter of vital importance to the people that depend upon the Canneries and a most essential one to the Owners that the streams and spawning grounds of Skimoquit be visited and see that there are not any traps or obstructions to stop the Salmon, I have heard that there are stick Indians on the upper waters, what damage they are doing it is hard to say. Hope you will give your attention to this locality. We have put up 1400 cases, the high boat 750 fish, majority of boats between 2 & 3 hundred. Hope Mrs Williams & yourself are enjoying the best of health and times. Shall be very pleased to see you before long. With kind regards,

Yours Sincerely,
Thos P Lake.

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Office of the Inspector of Fisheries.

at Essington B.C. August 24th 1907

FILE No. 3031
AUG 30 1907
Letter No. 31485

Note file
R.N.V.
30 Aug 07

Sir:-

I may inform you that I am leaving here for the Interior at the Head waters of the Bella Coola and Kimsquit rivers, on the 29th instant, and shall be entirely out of touch with the Department until the Ist of October next.

My visit of inspection as you are aware, is for the purpose of examining and reporting to the Department the conditions existing in said waters, and is authorized by the Department.

I enclose a letter from Mr T. P. Lake manager of the new Manitou Cannery at Kimsquit, which speaks for itself; I may inform you that the two Kimsquit canneries prepared for I4,000 cases of salmon and secured about I400 each.

I am Sir
Your obedient servant
John T. Williams
Inspector of Fisheries.

R. N. Venning Esq
Assistant Commissioner of Fisheries.
OTTAWA.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries
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CANADA

FILE No. 3031
FISHERIES
OCT 11 1907
CORRESPONDENCE
LETTER No 37109

Office of the Inspector of Fisheries.

Vancouver B.C. Oct 2nd 1907 19

Capt. Spain
RNW
11 Oct 07

DEALT WITH
OCT 14 1907
O. G. V. S.

Sir:-

I may inform you that I shall be able to dispense with the services of the C. G. S. "FALCON", on the Ist of November next, until the Ist of March 1908.
I should strongly recommend you to retain this vessel in Commission, and place her as an extra patrol boat, in conjunction with the "KESTRAL," for the protection of out Halibut fisheries.
I consider she could do valuable work in pro - tecting our harbours on the West Coast, around Banks Island, and further North.
I shall be pleased to hear from you in this connection as soon as convenient;

I am Sir
Your obedient servant

John L. Williams
Inspector of Fisheries.

Commander O. G. V. Spain R. N.
Marine Service of Canada
OTTAWA.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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F. H.

3031. 14th October, 1907.

SIR,-

I enclose you copy of a letter, which has, today, been sent to Inspector Williams, in regard to the disposal of the "FALCON"; I shall be glad to hear from you, in reference to this matter, as soon as possible: but I desire to point out to you, unless you consider it absolutely necessary, the "FALCON" should not be retained in commission, as the ~~boat~~, for this service, is very small.

ENCLR. 1.

I am,

Sir,

Your obedient servant,

(SGD) O.G.V.SPAIN,
COMMANDER MARINE SERVICE.

Captain Newcomb,
CRUISER "KESTREL",
VANCOUVER, B-C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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F. H.

3031.

14th October, 1907.

Sir,-

In reference to your letter, of the 2nd instant, in regard to retaining the C.G.S. "FALCON" in commission, for the purpose of placing her as an extra patrol boat, in conjunction with the "KESTREL", for the protection of the Halibut fisheries: I have to request that you will consult with Captain Newcomb, commanding the C.G.S. "KESTREL", in connection with this matter, and inform the Department what would be the cost of this vessel remaining in commission, till the 1st of March, next year.

I am,

Sir,

Your obedient servant,

(SGD) O.G.V. SPAIN,
COMMANDER MARINE SERVICE.

Inspector Williams,
VANCOUVER, B-C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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5,500-14-1-03.

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Fisheries Protection Service,

FILE No. 3031
FISHERIES
OCT 24 1907
CORRESPONDENCE
LETTER No. 3-1263

Vancouver B.C.
8th Oct., 1907

Sir

Mr J. T. Williams has written me that he will be finished with the C.G.S. Falcon by the end of this month.

I would beg to suggest that this boat be commissioned to assist the Kestrel in guarding the small Harbours around Hecate Straits and Queen Charlotte Islands during the winter months.

I could make good use of this vessel from now to the end of April. It is during Jan. Feb. March & April that poaching is carried on and large catches are made in these waters by Foreign Fishermen.

With cruisers to keep the Fishermen from cleaning their fish and using these harbours for a base of operations, poaching in these waters would cease and the large catches of halibut which are now fast depleating these banks would cease.

It is impossible for any one boat to watch these harbours, no matter how fast or well manned she may be. And I trust sir that you will allow

allow

Commander C. G. V. Spain R.N.
Commanding Marine Service

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries
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5,500-14-1-05.

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Fisheries Protection Service,

.....,

....., 190.....

this boat to render what assistance she can during the months that she would otherwise be laid up.

I am Sir
Your Obedient Servant.
Holmes Newcomb

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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OFFICIAL FILE

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OFFICE OF THE MINISTER,

OTTAWA.

Victoria, B.C., October 14, 1907.

DEALT WITH
OCT 21 1907
O. G. V. S.

FILE No. 3031
FISHERIES
OCT 21 1907
CORRESPONDENCE
LETTER No. 37227

Hon. L. P. Brodeur,

Minister of Marine and Fisheries,

OTTAWA.

My dear Brodeur,-

In a conversation with Captain Newcombe, of the "Kestrel", he recommended that the "Falcon", after finishing its work on the Skeena, be commissioned to assist the "Kestrel" in guarding the small harbors of Hecate Straits during the winter, to prevent poaching by American fishing boats. The idea seems to me a good one and, as it will not cost much, I think it should be acted upon. The "Kestrel" cannot be in two places at the same time, but if she could she would still be unequal to the work. I believe Captain Newcombe will give his views on this subject to you and I need not go into the merits of the question further than to say that the conditions here are rapidly assuming the conditions on the Atlantic Coast, where the poachers would laugh at Canada if it had but one cruiser and that a very slow one.

Yours truly,

W Templeman

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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3031. F.H. 24th October, 1907.

Sir,-

In reference to my letter, to you, of the 14th instant, in regard to commissioning the "FALCON", to assist the "KESTREL", in looking after United States Poachers, during the coming winter: I have to instruct you to carry out the suggestions of yourself and Inspector Williams, in this matter, letting me know, however, what the cost of this extra time that the "FALCON" will be in commission, will amount to.

I am,

Sir,

Your obedient servant,

(GD) OLG.V.SPAIN,

Commander Marine and Fisheries.

Captain Holmes Newcomb.

Cruiser "KESTREL",

VANCOUVER, B-C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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O.F. 3031.

F. H.

24th October, 1907.

My dear Templeman,-

I am in receipt of your letter, of the 14th instant, recommending that the little Cruiser "FALCON", after finishing her work on the Skeena, should be commissioned, to assist the "KESTREL", in guarding the small harbours of Hecate Straits, to prevent continual poaching by United States fishing boats: I also note what you say, in regard to the impossibility of the Cruiser "KESTREL" being in two places at the same time; and I have given instructions that the "FALCON" should be commissioned, to carry out your recommendations, in this respect.

Yours truly,

(Sgd) L. P. BRODEUR.

Honourable William Templeman,

VICTORIA,

B-C.

Copy

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Ministère de la Marine et des Pêcheries

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O.F.

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November 6th. 1907.

Dear Mr. Sloan :-

I have your telegram of the 29th. ultimo, suggesting that if the " FALCON " is placed in commission, she would be of assistance to the " KESTREL " in the protection of the fisheries during the winter season.

In reply I may say that some time ago I had this matter under consideration, and as the " FALCON " would have finished her fisheries work in Inspector Williams' district at the end of the past month, I caused instructions to be given to the Captain of the cruiser " KESTREL " to arrange to place the " FALCON " in commission to assist his boat in the protection of the fisheries in Canadian territorial waters on the Pacific coast.

Yours faithfully,

L P Brodeur

William Sloan, Esq, M.P.,

Nanaimo, B. C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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A-128.R.16.05.

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See letter

16. collect., Nananimo.B.C.Oct.29-07

FILE No. 3031
FISHERIES
NOV 4 1907
CORRESPONDENCE
LETTER No. 37345

Hon. R.P.Brodeur.,

Min Marine and Fisheries.,

Ottawa.ont

Re halibut fisheries Falcon if placed in commision useful to assist Kestel during winter season.

W.Sloan

2.p.m. oct 30-07

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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CANADA

Office of the Inspector of Fisheries.

at Essington B.C. Oct 19th 1907 19

John T Williams Esq
Inspector of Fisheries.
PORT ESSINGTON B.C.

Dear Sir:-

I herewith submit the ~~fifth~~ annual report of my work and observations during the season of 1907, for the Upper part of District No 2 committed to my charge, comprising the Skeena from Lakelse north to its head waters including Copper, Kitwangah, Kituakla, Bulkley, Kispiax, Blackwater, and Babine rivers, and their tributaries.

See memo Dec. 5/07 File 3235 J.T.

I am pleased to say that there has been a good run of Salmon this season and the Indians who fished have caught a sufficient quantity for themselves and families, and seem to be well satisfied.

As usual I was engaged in the Essington fisheries Office during the early spring, up to the 23rd of May, when I left Essington for Vancouver in obedience to a telegram from the Hon the Acting Minister of Marine & Fisheries, instructing me to come to New Westminster and meet Mr Cunningham, Superintendent of Fish Culture, I reached there on the 26th

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met Mr Cunningham, Mr Brunel, Engineer in Charge of the Hatchery expidition and a large party who were engaged for the construction. I was then instructed to accompany them, and to furnish information about the various streams on Babine lake, frequented by salmon, also show them maps plans etc.

We left Vancouver the 29th reached Essington June Ist, where the whole Hatchery expidition was detained ten days, no River boats on hand. June IIth left for Hazelton reached Kitsalas Canyon on the I2th, could not get through, as the river was too high, June the I5th I went down to Copper river, with the hope of being able to inspect the contract work, done on the obstruction in that place, but found the river had risen to overflow its banks, could not see the work and my object was defeated. On the I7th Mr Brunel made connection with the Steamer "NORTH WEST", then above the Canyon, the freight being packed across the portage by Indians, On the I8th we left the Canyon and reached Hazelton on the I9th. On the 22nd I sent Guardian Norrie and an Indian up Kispiox. On the 25th sent Guardian Spinning to Beat No 3 Babine Lake.

On the 30th I left for Babine in company with the Hatchery people and reached there July 3rd, we then endeavored to buy or rent Canoes, in order to get up the lake and locate a Hatchery site, but they would neither sell nor hire they either gave a flat refusal or asked an enormous price, they seemed determined to hold the Government up.

On the 4th July I attended a meeting of the Indians, Father Cocoola and the Indian Agent were also present, in the meeting I took the

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Indians severely to task for the very unfriendly manner in which they were treating the Hatchery people and endeavored to shame them, I told them of the great benefit the Hatchery people would be to them, and the necessity for them to have their good will, and Father Cocoola did the same, in unmistakable language, but I regret to say it had no effect, finally the Indians condescended to rent a big lumbering bateau, they had to carry cord-wood to the villlage: With that clumsy heavy thing we circumnavigated the Babine 110 mile lake, all but a few miles, and finally located a Hatchery site on Salmon Creek, on the East side of Babine lake; On the 18th reached Babine village the Sockeye were not running yet. I distributed the nets and left Babine, and reached Hazelton on the 25th.
On August 3rd I inspected the contract work done during winter on Copper river obstruction, prepared a report on same, and forwarded it to the Inspector.
There has been next to no communication with this place since, as all the three river boats are either lost or come to grief, lately a canoe swamped and five men were drowned. When inspecting the Copper river obstruction I concluded that the contract though completed had not gone far enough, as the place is still very steep and the water very turbulent, and I reported accordingly, though I considered some of the strongest fish might reach the spawning grounds: And to determine this for certain I sent Guardian Norrie on the 4th of September over to the head of Copper river knowing if any of the Sockeye did get up they would reach the upper parts by the time he would reach there, I instructed him particularly that

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if he found salmon, to see if there were a fair quan - tity of females amongst them, he returned on the 13th and reported having seen hundreds of sockeyes male and female fairly divided, all busy spawning, so after all the contract has had the desired effect, and the sum the Department kindly expended has furnished the Skeena with a great auxiliary feeder, which has been unpro- ductive for the space of 20 years.

I hereby beg to recommend that the Department forbid all salmon fishing on Copper river for the next four years, that can be done without working any hardship or disappointment to anyone, it would be a pity to do otherwise, if the river is exempt for that period it would be properly stocked with salmon.

Extract from Sec for 32 24

Guardian Frank on Beat No one, reports that there has been no attempt at Barricading, the close season has been well observed the Indians having captured sufficient quantity, for themselves and families, and seem to be well satisfied.

Stewart Norrie on Beat No two, great work has been done both in exploring and patrolling; After his first trip up the Bulkley I sent him up Kispiox river to explore where we had been unable to reach before, where he found a very extensive country with numerous large and small lakes and a vast area of spawning ground, this was be - fore the salmon began to run, he was told by Indians there that every known variety of salmon spawn in the streams there in large numbers, he described the scen- ery there as very grand, beautiful clear mountain water clean peebly bottom and large shoals of excellent trout were seen, so there can be little doubt but that

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any true deciple of Isaac Walton would shout aloud for joy at the situation.

G. Spinning on Beat No three, reports that the Indians are jubilant, they having received a sufficient quantity of splendid sockeye net wherewith they have caught what salmon they need in fact some of them have quit fishing some time ago, not wishing more. They have also received a goodly quantity of the best of trout nets, twine, lines, Norwegian Ice cutters, so that they can work the nets under the Ice in winter, and get fresh fish whenever they choose.

Thorough instruction how to work the nets has been given them.

It will be of interest to give the extent of country we have to contend with.

H. Frank on beat No one Skeena river from Lakelse to Hazelton, distance I20 miles, by canoe down stream, by steamers up stream, this does not include the travel up and down the numerous salmon streams.

G. Spinning on Beat No three, Babine lake, distance from old fish Town to head of big lake II8 miles, to make one round of his beat he has to travel in his canoe 236 miles.

S. Norrie on Beat No two has made the following trips this season.

Trip to Morrice town and back	70 miles
Hugglegate Village	9
Sha-gun-jah Creek	I8
Kispiox & La-ka-dah	I30
Glen Vowel Skeena	I0

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Trip to Morrice Town	70 miles
Kispiox river	16
Hugglegate	9
Blackwater lake	240
Head of Copper river	130
Sha-gun-gah Creek	47
Total distance travelled by Norrie	749 miles

44 miles of the above distance was done on horse-back, 705 miles was done by walking, leading the Government horse packing provisions blankets etc.

The above distance does not include the many journeys off the trail to look for fish, rock-falls, log-jams etc-

It will be readily seen by the above that our work has greatly increased by the upper part of Copper river and the immense country to be traversed up the Kis - piox valley, in fact it will be impossible to carry on the business successfully in the future with the help at hand, I therefore trust that the Department will give us another Guardian on Beat No two next season. There being no hope of any steamer coming up the Skeena to Hazelton this fall, so I with the help of Guardian Norrie built a boat in which we made a success full trip down the Skeena to Essington, which we reached on the 17th having made the run in three days and a half. All of which is respectfully submitted.

I am Sir

Your obedient servant

H. Helgesen

Fishery Overseer.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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Part/partie 1

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MARINE & FISHERIES CANADA

FILE No. 3031 FISHERIES NOV 12 1907 CORRESPONDENCE LETTER No. 3/350

Office of the Inspector of Fisheries,

at Essington B.C. October 26th 1907

Sir:-

I herewith beg to enclose Fishery Officer Helgesen's report in connection with his work at the Head waters of the Skeena River.

My reason for forwarding this report earlier than usual is ,that Mr Helgesen is leaving for Norway in a few days and at my request is calling at Ottawa, and will visit the Department, and I consider it advisable for the Department to be in possession of the report, so that any point that requires further explanation could be discussed with Mr Helgesen personally.

It will be gathered from a perusal of the report that matters in general are in a most satisfactory condition on the Upper Skeena, more especially so at Babine, and that valuable work has been done this season by the Fishery Officers.

As I have previously, on many occasions, informed the Department, the protection of the spawning grounds and removal of obstructions, thereby assisting the salmon to propogate, is in my opinion one of the vital points at issue, and in this connection I may call the attention of the Department to the obstructions existing in the tributaries to the Babine lake, said obstructions were fully reported on two years ago, estimates and specifications are

Bring up Dec. 1/07 W.A.T.

Nov 29/07 Noted

See memo, Dec. 5/07 File 2235 W.A.T.

Department of Marine and Fisheries/ Ministère de la Marine et des Pêcheries
RG 23, vol. 349 File/Dossier 3031 Part/partie 1
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before the Department, and in view of the further propogation of salmon by the new Hatchery on Babine lake I consider it most essential for the Department to remove these obstructions and thereby provide an immense additional area of spawning ground for the salmon frequenting Babine lake, where the spawning grounds are very limited in extent, and as reported by Fishery Overseer Helgesen large quantities of eggs are annually destroyed by the congestion that takes place on these creeks.

I trust the Department will give this important matter their ~~g~~reat consideration.

Mr Helgesen's remarks on the Copper river are most satisfactory and I am sure will give pleasure to the Department. I most strongly urge the Department to adopt his suggestion to exempt the Copper river, and tributaries from all fishing for four years, the Indians have not fished there for 20 years, but immediately they find that fish are again visiting their old haunts, at the head waters, they will do their best to exterminate them; The Indians are not the losers in any way by this exemption, had not the Department removed the obstruction there never could have been any salmon on the Copper river, in fact it will be to the advantage of the Indians, to exempt this river from fishing for four years, as after that time they will be able to obtain a portion of their winter supply of food from these waters.

With reference to the extra Guardian Mr Helgesen suggests should be employed, I must leave this matter for the Department to decide.

I am Sir

Your obedient servant

John T. Williams

R. N. Venning Esq

Assistant Commissioner of Fisheries

Extract on file See file 3244

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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2 3031 100

MARINE & FISHERIES CANADA

Office of the Inspector of Fisheries.

FILE No 3031 FISHERIES NOV 12 1907 CORRESPONDENCE LETTER No. 37499

Vancouver B.C. November 5th 1907 19

DEALT WITH NOV 18 1907 O. G. V. S.

Sir:-

I have your letter of October the ~~14th~~ 1907, in which you refer to the C. G. S. "FALCON" being retained in commission during the winter months, and ask me what will be the cost of same.

The following will be approximately the cost per month in connection with this vessel;

Wages	$425.00
Provisions	$135.00
Fuel	$200.00
Sundries	$25.00
Total	$785.00

Total for four months $3,140.00

These figures will not be exceeded.

With reference to the accounts, I shall be pleased to receive your instructions, is it your wish that the accounts go through this Office, as usual, or will Captain Newcomb remit them to the Department?

I may say for your information that in 1904-5 when Inspector Taylor had the services of the "FALCON" during

Commander O. G. V. Spain R. N.
Marine Service of Canada
OTTAWA.

Department of Marine and Fisheries/ Ministère de la Marine et des Pêcheries
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the winter months, the accounts came as usual through my Office.

I shall be pleased to receive your instructions in this connection as soon as convenient.

The vessel is now laying at her usual winter quarters in Vancouver, awaiting said instructions.

I am Sir

Your obedient servant

John. T. Williams

Inspector of Fisheries.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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5,300-14-1-08.

Fisheries Protection Service.

101

Vancouver B.C.,

6th Nov, 1907.

DEALT WITH
NOV 18 1907
O. G. V. S.

Sir:-

In reference to "Falcon" will you kindly advise as to wages and accounts will they be checked over and forwarded to you in the usual way, or will you they still pass through Inspector Williams office?

I am Sir
Your Obedient Servant,
Holmes Newcomb

Commander O.G.V. Spain
Commanding Marine Service

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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CANADA

6,500-24-1-08.

3031

Fisheries Protection Service.

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FILE No. 3031
FISHERIES
NOV 14 1907
CORRESPONDENCE
LETTER No.

DEALT WITH
NOV 18 1907
O. G. V. S.

Vancouver B.C.
1st Nov, 1907

Sir:

I wired you yesterday
Falcon will require for winter service one deck hand, one 200 lb Anchor, 45 fathoms 1/2 in chain. Necessary to pay Captain $100.00 per month.

On arrival of Falcon here I found that she will have to dock to ship spare propeller I also found her very deficient in ground tackle I do not know how they have got along so long in safety with what they have. For this service it is necessary that they have a deck hand as the Captain cannot run the boat and keep night watch as well. he only has one man helping him at present. It is also impossible to get a Captain any good for less than $100.00 per month. The expenses for this Boat will amount to about $790 per month big Mayo $425-

Groceries	155-
Coal	200
Oils etc	30
	$790.

Commander O.G.V.S. Spain
Commandy Marine Service

I am Sir
Your Obedient Servant
Holmes Redmond

103

P.H.

3031. 18th November, 1907.

Sir,-

In reference to the accounts, for the C.G.S. "FALCON": these accounts are to be charged to Fisheries Protection Service, and they will be forwarded by yourself, but they are to be kept quite distinct from "KESTREL'S". It is an understood thing that the total per month, for the "FALCON", during the time she is employed in Fisheries Protection work, is not to exceed eight hundred dollars; make the best arrangements possible, in reference to the wages of the "FALCON'S" crew; the extra deck-hands, which you mention, may be taken on board.

I am,

Sir,

Your obedient servant,

(SGD) C.C.V.SPAIN,

Commander Marine Service.

Captain Holmes Newcomb,

Cruiser "KESTREL",

VANCOUVER, B-C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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Canadian Pacific Railway Company's Telegraph

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FILE
FISHERIES
OCT 18 1907
CONTROL

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A. W. BARBER, Supt., Toronto, Ont.
JNO. F. RICHARDSON, Supt., Montreal, Que.
F. W. SNIDER, Supt., St. John, N.B.
JAS. HENT, Manager Telegraphs, Montreal.

Rec'd No.	Of's from	Sent by	Rec'd by	Time	Date	Sent No.	Of's to	Sent by	Rec'd	Time	Date
1	Ca	H	Cn	930a	17				305		

Received at

Check 15 Call Nite From Vancouver BC 16 Nov 1907

To Commander G V Spain
Marine Service of Canada
Ottawa

DEALT WITH.
NOV 18 1907
O. G. V. S.

Falcon ready for service. shall I hand vessel over to Captain Newcombe wire authority

John T. Williams

Fishery Inspection Service Ont

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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Ottawa, 18th November, 1907.

Inspector John T. Williams,
VANCOUVER, B-C-.

Hand "FALCON" over to Captain Newcomb, for service with Fisheries Protection Service; accounts to be kept entirely separate from "KESTREL'S". Inform Newcomb.

O.G.V. SPAIN,
Commander Marine Service.

(CHARGE MARINE AND FISHERIES.)

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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MARINE & FISHERIES
CANADA

Office of the Inspector of Fisheries.

Vancouver B.C. Decem 5th 1907

FILE No 3031
FISHERIES
DEC 10 1907
CORRESPONDENCE
LETTER No 34886

Sir:-

I may inform you that in accordance with your telegram of the 18th ultimo, I have handed over the C. G. S. "FALCON" to Captain Newcomb.

You inform me in the telegram referred to that the accounts are to be kept entirely separate from the "KESTRELS", kindly instruct me whether I am to continue keeping these accounts or if they are to be forwarded to the Department by Captain Newcomb, as you are aware the cheque for wages has been made out in my name, and these for the accounts in the name of the supplier.

I have this day forwarded to the Department the accounts for November in connection with this vessel.

The arrangement is for the vessel to return to me on March the 1st 1908.

I shall be glad to learn your wishes in connection with the accounts at an early date.

I am Sir

Your obedient servant

John T. Williams
Inspector of Fisheries.

Commander O. G. W. Spain R. N.
OTTAWA

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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W. C.

3031

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December 12th. 1907

Sir:-

In reply to your letter of the 5th. instant, relating to the accounts of the " FALCON " I am to inform you that as this vessel is at present under the control of Captain Newcomb, all accounts will be certified and forwarded to the Department by him.

Captain Newcomb has been notified to this effect.

I am, Sir,

Your obedient servant,

R W Vening

Assistant Commissioner of Fisheries.

John T. Williams, Esq.,
Inspector of Fisheries,
Vancouver, B. C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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Kesbit 109

5,500-14-1-08.

Fisheries Protection Service,

File

Vancouver BC,

6th March, 1908

FILE No. 3031
FISHERIES
MAR 18 1908
CORRESPONDENCE
LETTER No. 3923

Sir,

I am sending you the last extracts of the C.G.S. Falcon's Logs. I forwarded you her accounts yesterday which includes all her expences, as far as I know up to the end of February which I trust you will find in order.

For myself I am much pleased with the services which this boat has rendered during the last three months. When you considers that for the last three years the average catch of the U.S. Boats for the months of Dec, Jan & February has averaged from 1,000,000 to 1,500,000 lbs per month, and that during the same months in 1907 & 1908 (when I had the services of the Falcon) the catch was reduced to less than 200,000 lbs per month, I think that you will have to admit that, with proper boats for Patrol duty Foreign fishing in Hecate Straits would be reduced to a minimum; and I think that my work this winter will demonstrate to the Department what I could do if I had proper Cruisers.

I have studied the fishing in Hecate Straits now for five years, and can locate the run of fish from month to month as well as any fishermen and know exactly on what Banks these fish con-

R.W.P.

Commander O.G.V. Spain R.N.
Commanding Marine Service

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries
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Fisheries Protection Service.

.....,

....., 190.....

can be caught any certain months in the year and with Cruisers to station on these banks and keep the foreign fishermen out of our Harbours the jig would be up as far as foreign fishermen are concerned in Hecate Straits

I am Sir
Your Obedient Servant
Holmes Newcomb

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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MARINE & FISHERIES CANADA

FILE No. 3031
FISHERIES
APR 28 1908
CORRESPONDENCE
LETTER No. 39994

Note
R.W.
24 Apl. 1908

Office of the Inspector of Fisheries,

at Vancouver B.C. April 20th 1908 19

Sir:-

I may inform you that I purpose leaving Vancouver for the North on the 23rd instant, and shall be glad if you will address all letters and telegrams to Port Essington B. C. until further notice.

I am Sir

Your obedient servant

John T. Williams

Inspector of Fisheries.

The Department of
Marine & Fisheries.
OTTAWA

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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MARINE & FISHERIES CANADA

FILE NO 3031
FISHERIES
OCT 12 1908
CORRESPONDENCE
LETTER No 43878

Office of the Inspector of Fisheries.

Admiral Kingsmill
Am
13 Oct 08

Assington B.C. October Ist 1908

DEALT WITH
OCT 13 1908
CA

Sir:-

I may inform you that on November Ist I shall be able to dispense with the services of the C.G.S. "FALCON", until March Ist 1909, and shall be pleased to receive your instructions in this connection.

I may inform you that last November I handed this vessel over to Captain Holmes Newcomb in connection with the Halibut Fisheries.

From November Ist to February 30th Captain Newcomb paid the salaries and the accounts of the vessel and was responsible for same.

I may say that the "FALCON" will require certain repairs, important though not expensive, before she will be in a fit condition to face the winter storms, on this Coast, these repairs will necessitate the vessel going down to Vancouver.

I propose her leaving here about the 26th instant.

I am Sir
Your obedient servant

John T. Williams
Inspector of Fisheries.

Rear Admiral Kingsmill R.N.
Marine Service of Canada
OTTAWA.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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CANADA

CEK-VWJ.

112

3031.

October 14th, 1908.

Sir,

I am in receipt of your letter of October 1st, informing me that you are able to dispense with the services of the "FALCON" until March 1st, 1909.

Will you, on the 1st November, hand this vessel over to Captain Holmes Newcomb of the C.G.S. "KESTREL". Captain Newcomb will receive instructions to proceed as last year.

With regard to repairs, these should be proceeded with without delay.

I am,

Yours truly,

SGD/ C E KINGHILL,

Rear Admiral
and
Officer Commanding Marine Service of Canada.

John T. Williams, Esq.,
Inspector of Fisheries,
Essington, B.C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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CEK-VWd.

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3031.

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Captain Holmes Newcomb,
C.G.S. "KESTREL",
Vancouver, B.C.

MEMO.

You will receive from Mr. John Williams, Inspector of Fisheries, the Cruiser "FALCON". She is to have necessary repairs made good, and to proceed north under your directions as soon as possible after the 1st November.

You are to give the Captain instructions that he to economize coal as much as possible, completing with coal at Union on his way north and obtaining his future supplies at Prince Rupert.

You are also to inform the Captain of the "FALACON" that he is to forward copy of Ship's Log and Engineer's Log to me through you.

SGD/ C E KINGSMILL
Rear Admiral.

Ottawa, October 14th, 1908.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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CEK-VWJ.

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MARINE & FISHERIES CANADA

FILE; NO ACTION.
NOV 5 1908
Clk

REFER TO No. .....

Ottawa, October 16th, 1908.

"FALCON".

On Tuesday, September 23rd, I met Mr. J.T.Williams at Swanson Bay in "FALCON" and made an inspection of this boat. If she had decent boilers and engines she would, perhaps, be suited for her work, but I would advise she be sold and the money she realizes put into a better boat.

Mr. Williams' district extends 1010 miles of Coast line. More Fishing licenses are sold every year, and consequently more work is thrown on the Inspector and the vessel given him will very soon have to be very much improved, and it would be better to take the matter in hand at once and not waste any more money on the "FALCON". At the present time I think it would be fairly easy to sell her for towing purposes to one of the new concerns that are being put up on the coast either for lumber, pulp wood or cold storage. At present it takes the "FALCON" many long hours of steaming to take the Inspector his rounds, and the compliment in the Engine room consists of one Engineer in charge and one Fireman.

I find the men on board "FALCON" are not supplied with any uniforms, but the officers are, which arrangement appears incongruous.

The "FALCON" takes the Inspector to Vancouver at the end of each season and one would suppose that she would, in the ordinary course of events, be repaired there, where the Official who has to spend so much of his time on board her, could look after her; but no, for some reason adverse to common sense, economy and efficiency, Mr. Williams sends her each year to Nanaimo for this purpose.

C.E.Kingsmill

Rear Admiral.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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S.S. "Falcon" 3031
Captain Prince Rupert B.C. Dec 22nd 1908
Holmes New Conv 6.
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FILE No. 3031
JAN 6 1909
CORRESPONDENCE
LETTER No. 453-8

S.S. Kestral
Vancouver B.C.

Sir

I find the Falcon's Steering Compass is somewhat in Error and I would be very pleased to have your Agent at Dr Riverton if Convenient for you to do so

I Am Sir
Your Obedient Servant
A. O. Copp
Falcon

Sir:-

In reference to the above, it would be a pleasure for me to correct this compass; but as I have been taken to task for adjusting other compasses I have declined to do any thing to do with it. Should I be requested to do so, I think it only fair that I receive the same remuneration as other Government Officials who do this class of work, Viz 25.00

I Am Sir
Your Obedient Servant
H Rumsom

Admiral C E Kingsmill R.N.
Commanding Marine Service

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries
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CEK-VWJ.

(C O P Y)

TORONTO, Ont., Dec. 31, 1908.

Captain Newcomb,

C.G.S. "KESTREL",

VANCOUVER, B.C.

Correct compasses of "FALCON" yourself. Letter follows.

C.E.Kingsmill,

Rear Admiral.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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MARINE & FISHERIES DEPARTMENT

CANADA

MARINE RECORDS FEB 8 1909 LETTER No. 2078

RECEIVED. JAN 27 1909

DOMINION LIGHTHOUSE DEPOT.

Pennants ordered for stock

Prescott, Ont., January 26th., 1909.

FILE No. FEB 9 1909 COMMUNICATION LETTER No.

Sir:

With reference to your order No. 1359 requisition No. 40 to ship to the Commanding Officer C.G.S. " Falcon ", Prince Rupert, B.C., some naval accoutrements, as mentioned in the above order, I beg to state that we have no three yard Pennants; We have only one pennant in stock and that is nearly ten yards long.

Your obedient servant,

Jas. Pattison

Officer - in - Charge.

The Purchasing & Contract Agent,
Marine & Fisheries Dep't,
Ottawa, O N T .

8,000-5-08.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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T. D. Form 1 B

Canadian Pacific Railway Company's Telegraph

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J. WILSON, Supt., Vancouver, B.C.
J. TAIT, Supt., Winnipeg, Man.
A. W. BARBER, Supt., Toronto, Ont.
JNO. F. RICHARDSON, Supt., Montreal, Que.
F. W. SNIDER, Supt., St. John, N.B.
JAS. KENT, Manager Telegraphs, Montreal.

A 215p RA BM F 7 Collect

Vancouver BC Feb 27-09

Admiral C E Kingsmill

R N

Ottawa Ont

Falcon arrived . Restless due New Westminster tonight

Holmes Newcomb

445p

FILE No.
FISHERIES
MAR 2 1909
CORRESPONDENCE
LETTER No.

295

NOTED
MAR 1 1909
C.E.K.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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From

Dominion Cruiser

"Restrict"

15,000-23-2-01.

MEMORANDUM.

119

Prince Rupert 9th Feb. 1909

To Captain A. O. Cropp
C.G.S. Falcon

Dear Sir:

I have examined and adjusted your Steering Compass. But you must not place so much confidence in the said adjustment, as this Compass is very erratic and is losing its Magnetism.

It is altogether too slow and jerky for safe navigation in close Inland Waters. I would suggest that you apply to Admiral Kingsmill RN for a New Compass at the very earliest opportunity.

Yours Very truly
H Newcomb

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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C.G.S. "Falcon" 3031

Adjacent Prince Rupert." B.C. Feb. 19. 1909.

Adjacent P.E. Harbourville". N.S.

Made application for Falcon 3031 a compass for the purchase of Vancouver Adjustment "Pendlings"

DEALT WITH MAR 4 1909 C.E.K.

Ottawa

Sir I have to say that Captain "H. Newcomb" of the C.G.S. "Kedrick". Adjusted the "Falcon" compass for deviation not long since. I enclose you his letter to me in regard to it.

I find the compass is slow with difficulty to answer, The liquid in it evaporated and I have filled it several times. The compass is quite small 5½ inch jar. the room is so cramped to get a larger compass at Vancouver to shift the steering gear.

Williams & ask what he can purchase compass for Falcon & what for

Ch.

DEALT WITH MAR 4 1909 C.E.K.

I Am Sir

Your Obedient Servant

A. O. Cope

Falcon

P.S.

Have just received by mail Books & Forms also Flags & Uniform Trimmings there was no Shoulder Straps and no Pennants I lining bought articles was on Requisition

A.O.C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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GEK-VWJ.

121

3031.

Ottawa, March 4, 1909.

Sir,

I have the honour to request that you will inform me for what price you can purchase a compass for the C.G.S. "FALCON" and the names of firms who can furnish same.

I am, Sir,
Your obedient servant,

SGD/ G E KINGSMILL,

Rear Admiral.

J. T. Williams, Esq.,
Inspector of Fisheries,
VANCOUVER, B.C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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TELEPHONES:
SALES DEPT. 3030
OFFICE. 3031

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"RADIATOR"
A.B.C. 5TH EDITION
WESTERN UNION

SIMSON, BALKWILL & CO. LTD.

SHIP CHANDLERY

MARINE HARDWARE AND LOGGING SUPPLIES

7 ALEXANDER STREET

Vancouver, B.C., Mar. 12th. 1909

John T. Williams Esq.,
Inspector of Fisheries,
CITY.

Dear Sir:-

Agreeably to your request we beg to quote you for a Polished Brass Binnacle Head complete with 7" Ritchie Spirit Compass $54.00.

Trusting to be favored with your order, we are,

Yours truly,
SIMSON BALKWILL & CO.LTD.
per Simson

S.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries
RG 23, vol. 349
File/Dossier 3031
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3031
5341

ANSWERED
MAR 30 1909

MARINE & FISHERIES CANADA

REFERRED TO
MAR 25 1909
ADMIRAL.

123

FILE No. 3031
FISHERIES
MAR 23 1909
CORRESPONDENCE
LETTER No. 47069

Office of the Inspector of Fisheries,

at Vancouver B.C. March 13th 09 *19*

PURCHASING AGENT
PLEASE NOTE
MAR 29 1909
C. E. KINGSMILL

Sir:-

I have your letter of the 4th instant in which you ask me what price I can purchase a compass for the C.G.S "FALCON", and the names of firms who can furnish same.

I herewith beg to enclose a letter from Messrs Simson Balkwill & Co in which they offer to supply a Ritchie compass for fifty four dollars. I may say that Captain Copp saw this compass and was very pleased with it, and considered it worth the money. He also saw compasses at Wood Vallance & Leggat's store, at the same figure but preferred the one at Simson Balkwill's.

ORDERED
MAR 30 1909
PURCHASING AND CONTRACT BRANCH.

I am Sir
Your obedient servant

John T. Williams
Inspector of Fisheries.

Admiral Kingsmill
Marine Service of Canada
OTTAWA.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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AGT

Dic. CFD

E

3031

Ottawa, Mar. 30, 1909.

J.T.Williams,

Inspector of Fisheries,

Vancouver, B.C.

Purchase compass Falcon from Simpson Balkwill.

C Doutre

Purchasing Agent.

Charge M. & F.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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ARCHIVES PUBLIQUES
CANADA

AGT
Dic. CFD

125

3031 Mar. 30th., 1909.

WARRANT NUMBER: **344**

Dear Sir,

I beg to confirm my telegram of even date, as follows: "Purchase compass Falcon from Simpson Balkwill."

Kindly see that the account covering this compass, which you state you can obtain for $54.00, carries the above warrant number.

Yours very respectfully,

C Doutre

Purchasing & Contract Agent.

John T. Williams, Esq.,
Inspector of Fisheries,
Vancouver, B.C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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FILE No. 3031
FISHERIES
APR 26 1909
CORRESPONDENCE
LETTER No. 48093

MARINE & FISHERIES
CANADA

Office of the Inspector of Fisheries.

at Vancouver B.C. April 20th 09 19

Sir:-

I may inform you that it is my present intention to leave here on the 29th instant, at 9 P.M. for the North, and shall probably be out of touch with the Departmentfor about two weeks, inspecting my District; Please address all letters and telegrams after that date to me at Port Essington, until further advised.

I am Sir

Your obedient servant

John L. Williams

Inspector of Fisheries

R.N. Venning Esq
Supt of Fisheries.
OTTAWA

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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MARINE & FISHERIES
CANADA

FILE No. 3031
FISHERIES
SECTION
CORRESPONDENCE
LETTER No.

Office of the Inspector of Fisheries.

Essington B.C. Sept IIth 09 19

52085

Instruct Insp Williams to hand over to Capt Newcomb and who should be informed accordingly

RMW. 18 Sept 09

Done Sept 19/09

Sir:-

I may inform you that I shall be able to dispence with the services of the "FALCON" on the 30th of October and shall not require her again until the I5th of March following.

As you are aware it has been usual to place her under the jurisdiction of Captain Newcombe for the protection of the Halibut Fisheries.

I shall be pleased to receive your instructions in this connection. I may add that I expect to reach Vancouver in the "FALCON" during the last week in October.

I am Sir

Your obedient servant

John. T. Williams

Inspector of Fisheries.

Admiral Kingsmill
Marine Service of Canada
OTTAWA.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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G.M.G. " Dic." WAF

3031. September 20th, 1909.

Sir,-

In acknowledging the receipt of your letter of the 11th instant, informing the Department that you will not need the services of the Steamer " FALCON " after the end of October next, I may say that immediately thereafter you should hand her over to Captain Holmes Newcomb, of the Cruiser " KESTREL," who will arrange for her use in fisheries protection work of the three mile limit during the Winter season.

It might also be well for you to in the meantime communicate with Captain Newcomb as to where he will take charge of the vessel.

I may add that Captain Newcomb is being informed that she will be again at his disposal.

I am, Sir,

Your obedient servant,

R N Venning

RNV

Superintendent of Fisheries.

J. T. Williams, Esq.,
Inspector of Fisheries,
Port Essington, B. C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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G.M.G. " Dic." WAP

6

3031. September 20th, 1909.

Sir,-

The services of the Steamer " FALCON " will not be required for fisheries work in the district of Inspector Williams, of Port Essington, after the end of October proximo, and she will therefore after that date, as in past seasons, be at your disposal for patrol work in the protection of Canadian territorial waters against foreign fishing vessels.

You might communicate with Inspector Williams at Port Essington as to where the boat should proceed from Port Essington, in order that you may arrange for her work, and inform the Department fully on the subject.

I am, Sir,

Your obedient servant,

R N Venning

Superintendent of Fisheries.

RM

Captain Holmes Newcomb,
Cruiser " KESTREL,"
Vancouver, B.C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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CANADA

Canadian Pacific Railway Company's Telegraph

T. C. FORM 28

138

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

It is agreed between the sender of the following message and this Company that the said Company shall not be liable for damages arising from failure to transmit or deliver, or for any error in the transmission or delivery of an unrepeated telegram, whether happening from negligence of its servants or otherwise, or for delays from interruption in the working of its lines, for errors in cypher or obscure messages, or for errors from illegible writing, beyond the amount received for sending same. To guard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate, and in that case it shall not be liable for damages beyond fifty times the amount received for sending and repeating.

Correctness in the transmission of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon, at the following rates, in addition to the usual charges for repeating messages, viz.:—One per cent. for any distance not exceeding 1,000 miles, and two per cent. for any greater distance.

This Company shall not be liable for the act or omission of any other Company, but will endeavor to forward the telegram by any other Telegraph Company necessary to reaching its destination, but only as the agent of the sender, and without liability therefor. This Company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the sender's agent; if by telephone, the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This Company shall not be liable in any case for damages unless the same be claimed in writing, within sixty days after receipt of the telegram for transmission. No employee of the Company shall vary the foregoing.

B. S. JENKINS, Gen. Supt., Winnipeg, Man.
J. WILSON, Supt., Vancouver, B.C.
W. J. CAMP, Supt., Montreal, Que.
A. W. BARBER, Supt., Toronto, Ont.

JAS. KENT,
Manager Telegraphs, Montreal.

SENT No.	SENT BY	REC'D BY	TIME SENT	TIME FILED	CHECK

Send the following Message, subject to the above terms, which are hereby agreed to:

Ottawa, 30 October 1909.

Captain Copp
C.G.S."FALCON",
Vancouver B.C.

When repairs are completed proceed to Prince Rupert, report Captain Newcombe.

Chge. M. & F.

C.E.Kingsmill
Rear Admiral.

☞ READ THE NOTICE AND AGREEMENT AT THE TOP

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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CANADA

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Canadian Pacific Railway Company's Telegraph

T. D. FORM 28

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS

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B. S. JENKINS, Gen. Supt., Winnipeg, Man.
J. WILSON, Supt., Vancouver, B.C.
J. TAIT, Asst. Supt., Winnipeg, Man.
A. W. BARBER, Supt., Toronto, Ont.
JNO. F. RICHARDSON, Supt., Montreal, Que.
P. W. SNIDER, Supt., St. John, N.B.

JAS. KENT,
Manager Telegraphs, Montreal.

SENT NO.	SENT BY	REC'D BY	TIME SENT	TIME FILED	CHECK

Send the following Message, subject to the above terms, which are hereby agreed to:

J.T.Williams,
Inspector of Fisheries,
Victoria B.C.

Ottawa, 20 November 1909

Can you Please inform me of FALCON'S movements and when she left.

Chge. M. & F.

C.E.Kingsmill
Rear Admiral.

☞ READ THE NOTICE AND AGREEMENT AT THE TOP

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Ministère de la Marine et des Pêcheries

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5,000-14-1-02.

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Fisheries Protection Service,

FILE No.
FISHERIES
DEC 21 1909
CORRESPONDENCE
LETTER No.

Prince Rupert B.C.
Dec. 7th, 1909

Admiral C.E. Kingsmill
Ottawa

Dear Sir

Your favor of the 20 ult. to hand. With cheque enclosed as per acct. with Mr Lamman & McFeely. For the sum of $85.81.

Have forwarded cheque to Vancouver.

Leaving here today for Hecate Strait.

Your Obedient Servant

P.J. Sedwell

Master, S.S. "Falcon"

Acct. to note. 25/1/10.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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FILE No. 3031
FISHERIES
JAN 17
CORRESPONDENCE
LETTER No.

Office of the Inspector of Fisheries,

Vancouver B.C. Jany IIth 1910

54615

Dealt with 17/1/10

Sir:-

I may inform you that I shall not require the "FALCON" this coming season until the Ist April next, as you are aware she usually returns to me on the Ist March, but owing to the fact that there will be no repairs to the vessel this Spring, as she has so recently undergone a thorough overhauling, it will not be necessary for her to return to Vancouver before the Ist of April next. I mentioned this to Captain Newcombe and he stated that the Spring is the most important time for the vessels to be on the Halibut grounds.

It would be probably well for the Department to notify Captain Newcombe, if this proposal meets with your approval.

I am Sir
Your obedient servant

John T. Williams
Inspector of Fisheries.

Admiral Kingsmill
Marine Service of Canada
OTTAWA.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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VWJ.

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No. 3031.

FISHERIES PROTECTION SERVICE

REFERENCE SHEET

FROM OFFICER COMMANDING MARINE SERVICE OF CANADA

TO COMMANDING OFFICER "KESTREL", Prince Rupert, B.C. C. G. S.

INFORMATION REQUESTED BY

REPLY

MEMO.

Owing to the fact that the "FALCON" has so recently undergone repairs, she will not be required by Mr. J.T. Williams, Inspector of Fisheries, until the 1st April, on which date it will be necessary for her to be at Vancouver, B.C.

Instructions Noted

H. Newcombe

Rear Admiral.

Ottawa, Jany. 19, 1910.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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Acted on file 2952 - 3 March 1910

Prince Rupert, B.C.,

Feb. 22, 1910.

FILE No 3031
FISHERIES
MAR 8 1910
CORRESPONDENCE
LETTER No. 3489

Sir:-

I beg to hand you my report of the work done by the C.G.S. "Falcon" under my command while on patrol duty during the present season in Hecate Straits.

Receiving instructions from Captain H. Newcomb of the C.G.S. "Kestrel" in October 1909 to proceed to Prince Rupert B.C. and report; after making the necessary repairs to the ship at North Vancouver, the "Falcon" sailed for Prince Rupert via Nanaimo and Union Bay for bunker coal.

Arriving at Union Bay November 19th, meeting with a serious accident, and not being able to proceed ~~for that~~, the "Falcon" returned to Vancouver, arriving at 8p.m. November 20th. On the 26th Capt. P.J. Ledwell, chief officer of the "Kestrel" took charge of the "Falcon", and sailed same day for Prince Rupert, calling at Union Bay for bunker coal. Arriving in Prince Rupert in due time the "Falcon" was put on patrol duty in Hecate Straits and Vicinity. On December 18th Capt. Ledwell was superceeded by J.J.Egan, chief officer of the "Falcon", who wasleft in charge until December 31st, when I returned to Prince Rupert and took charge, and resumed the patrol duty on Hecate Straits, between Stephen's Island and Banks Island.

From January 2nd to February 4th the weather was such that small cruisers could do but little patrol work, there being a succession of high winds and storms. During this time, we saw only two American fishing steamers making for shelter at the north end of Banks Island, but seeing the cruiser anchored, they put out to sea again. Hecate Straits has been wonderfully clear of foreign fishermen during this season; halibut has been very scarce in the Straits and hard to get.

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During the winter months of 1908 and 1909 there were eight American steamers and four gasoline schooners of various sizes operating in Hecate Straits. At the present time, the schooners have all disappeared; also three of the eight steamers have not operated fishing in Hecate Straits in either January or February of 1910. As for the gasoline schooners, they were refused shelter so often by the cruisers that they had to abandon the fishing in the Straits. Steamers are well equiped with wire cable, and often anchor in the lee of Islands and headlands, where the small cruiser cannot go. I might say that I firmly believe in a short time, unless new fishing banks are found, that the Halibut fishing industry of Hecate Straits and vicinity will be a thing of the past.

This season the "Falcon" has been underway one hundred and eighty-nine hours making one thousand four hundred and twenty-five miles.

I am, Sir,

Your obedient servant,

J. O. Cope

Commanding Officer

C.G.S. "Falcon".

Captain H. Newcomb

C.G.S. "Kestrel".

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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T. D. FORM 1 B

Canadian Pacific Railway Company's Telegraph

TERMS AND CONDITIONS

All messages are received by this Company for transmission, subject to the terms and conditions printed on their Blank Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unrepeated message, and is delivered by request of the sender under these conditions.

B. S. JENKINS, Gen. Supt., Winnipeg, Man.
J. WILSON, Supt., Vancouver, B.C.
J. McMILLAN, Supt., Calgary, Alta.
J. TAFT, Supt., Winnipeg, Man.
F. T. JENNINGS, Supt., North Bay, Ont.
W. MARSHALL, Supt., Toronto, Ont.
JNO. F. RICHARDSON, Supt., Montreal, Que.
F. J. MAHON, Supt., Halifax, N.S.

JAS. KENT, Manager Telegrams, Montreal.

FISHERIES RECEIVED CORRESPONDENCE LETTER No. 3031

A-260. ra f. gn., 26---Collect-----2-Exa

Aberdeen B C May 23rd. 1910'

Admiral Kingsmill,

Marine Service Of Canada,

Ottawa:-

Reply By Phone - approve of sending "Falcon"

Two men and gasoline launch reported missing for ten days from Prince-Rupert. Am requested to send "Falcon" to make exhaustive search, wire instructions.

John T. Williams,

Inspector Fisheries.

8-50Pm.,

56121 373

25/5/10

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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VWJ. 3031 138

Reply , ~~to~~ Falcon being sent search for two men

CFR.

Ottawa, May 23, 1910.

J.T. Williams,
Inspector of Fisheries,
Aberdeen, B.C.

Approve of sending "FALCON".

C.E.Kingsmill.
Rear Admiral.

chg. Marine.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries
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MARINE & FISHERIES CANADA

FILE
FISHERIES 3031
JUN 6 1910
CORRESPONDENCE
LETTER No. 38

Office of the Inspector of Fisheries.

at Essington B.C. May 25th 1910

Sir:-

We may inform you that the Public are continually soliciting the services of the "FALCON" especially, and also our gasolene launches, for the purpose of hunting up men who have gone on expeditions of one sort or another generally in gasolene launches and have not returned, for considerably over the time they intended to be away.

Also the Public request the services of these vessels in cases of serious illness to fetch Doctors and to convey sick people from one place to another. The peculiar isolation of the places where the "FALCON" calls makes it difficult to know how to act. We would ask you therefore to immediately inform us as to your wishes in these matters; Are we to wire for instructions or will you please lay down in black and white what we are to do under these circumstances; You will readily appreciate the fact that it makes us extremely unpopular to refuse in cases of emergency, and then again if you accomodate one you must accomodate all, which will eventually resolve itself into an accomodation vessel for the Public.

Sadmemo, June 9/10

I am Sir

Your obedient servant

John T. Williams

Inspector of Fisheries.

Captain of C.G.S. "FALCON"

A. O. Cropp

Admiral Kingsmill
Marine Service of Canada
OTTAWA

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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-MEMORANDUM-

RE USE OF " FALCON " TO SEARCH FOR MISSING BOATS.

3031.

Inspector Williams informs the Department that the public are continually soliciting the services of the " FALCON," as well as of the Department's Gasolene Launches, for the purposes of hunting up men who have gone on expeditions of one sort or another, generally in Gasolene Launches; but who have not returned after being away for a considerable length of time. He also states that the public requests the services of these Vessels in the case of serious illnesses to bring Doctors, or to convey the sick people to places where they may be treated, and he asks for the Department's instructions in the matter, as to whether in each instance an application for such assistance is made to him, he should wire the Department for permission, or, if possible, that he should be furnished with instructions as to the course that he should adopt in every instance.

He adds that it makes the fisheries service very unpopular to refuse in cases of emergency, and then again if accommodation is given in one instance, it is expected in all.

The conditions at the present time in the district of Inspector Williams are somewhat peculiar, owing to their remoteness and infrequent communication with other points, and on account of the distance from headquarters, it would seem to the undersigned dangerous to compel the Inspector in every instance to require permission from headquarters before giving assistance, as in some cases the emergency might be so great as to result fatally on account of the delay.

On the other hand the Department's boats should undoubtedly be used only on cases of real emergencies.

As Inspector Williams is a man of pretty good judgment, in the opinion of the undersigned the best course to pursue would be to inform Inspector Williams that it is very undesirable to interfere with the work of the boats by using them for any other purposes than that intended; but in cases which may arise where it is quite clear to him that there is real necessity for immediate action, and that accommodation is not available that he should afford assistance in cases of illness, or in rescuing those who have become lost.

Ottawa, June 10th, 1910.

Approved. Every such case where assistance is given to be reported immediately. 13/6/10

See letter Snap bottom January 15/10

W. A. Found Commr

Department of Marine and Fisheries/ Ministère de la Marine et des Pêcheries
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3031

June 15th., 1910.

Sir :-

I beg to acknowledge your letter of the 25th. ultimo, explaining the conditions under which the services of the " FALCON ", as well as of the Department's gasoline launches, are being frequently asked for during the summer months, and requesting to be informed whether you should obtain orders from the Department in each instance, before allowing the use of any of its boats, or if not, whether the Department will furnish you with specific instructions as to the course you should take when such requests are submitted to you.

In reply I may say that the matter has been given careful consideration, keeping in view the conditions that exist on that portion of the coast in your District, which is, as a general thing, remote from places of ready communication.

It is very undesirable that the work of the " FALCON ", or of any of the patrol boats, should be interfered in any way; but, on the other hand, the Department does not desire to withhold the services of such boats where there is clear need for the assistance they would afford, and, in view of the distance intervening between Essington and other points in your District, and headquarters, if you were

J. T. Williams, Esq.,

Inspector of Fisheries,

Eswington, B. C.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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were required to obtain the Department's sanction in each instance when a necessity arose, the useful effect of the services that might be rendered would probably be nullified by the time that would be lost in telegraphing.

Under all the circumstances, it is considered best to leave the matter to your own best judgment, and the Department relies upon you to refuse the assistance of any of its boats when it is clear to you that there is not real necessity therefor; but in instances of serious illness, or of imminent loss of life, through boats being lost, and other means of transportation for such are not available, the Department will always be glad to afford such assistance as it can.

You should, however, in each instance that assistance is afforded, immediately thereafter, furnish me with a full report of the conditions under which such was given.

I am, Sir,

Your obedient servant,

Wm A Found

For Superintendent of Fisheries

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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Ottawa, March 15th, 1911.

J.T.Williams,
Inspector of Fisheries,
Vancouver, B.C.

Naval Service has arranged for " FALCON " be in Vancouver April first.

W.A.Found.

Chge. M. & F.

Department of Marine and Fisheries/
Ministère de la Marine et des Pêcheries

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